

DIDSBURY PIONEER

Vol. XVIII

WEDNESDAY, AUGUST 24th, 1921.

No. 24

School Days

■ ■

Vacation will soon be over and the boys and girls will need new shoes and stockings before school opens.

For boys we have in stock good strong, solid leather shoes, every pair guaranteed to give satisfaction: all sizes, from the largest to the smallest.

If it is Boy's Running Shoes you want we have a complete stock and all sizes, prices \$1.75 and \$1.95.

Boy's Buster Brown heavy ribbed hose, which will give good strong wear; all sizes 7 to 10; selling at 50c.

If it is for girls we have a good, assorted stock of fine, medium and heavy shoes, also a good assortment in white canvas shoes, rubber soles.

Girl's Hosiery. We still have a good stock in white, black and tan cotton which sell at 3 pairs for \$1.00.

Our new Sweaters for Men and Boys just arrived and are very nifty.

■ ■

J. V. BERSCHT

THE BARGAIN STORE

Home Cured Bacon
at 40c per lb. by the piece.

A shipment of

Fresh Fish

will arrive on Thursday, consisting of Halibut, Salmon, Trout and Whitefish

Fresh Baby Beef

It's fine—try some.

N. A. COOK,

Phone 127

Butcher

Didsbury Concert Hall

Fri. & Sat, August 26th, 27th

VERA GORDON

that fine actress who plays the mother in "Humoresque"

IN

"Greatest Love"

This great picture and actress should be patronized by all.

Admission 35c and 50c

Didsbury Concert Hall

Didsbury Wins First Game in Championship Series

Didsbury and Rimbey baseball clubs clashed together on Wednesday night in the first game of the series for the amateur championship of Alberta. Didsbury won out by a score of 7-6. The game was a fast one and full of thrills from the first inning when one the Didsbury players made a sensational play by slipping under the catcher's hands when caught between home and third base. The Didsbury aggregation, however, seemed unable to get down to work for some time until the game was well advanced, the Rimbey pitcher holding down his opponents to very few hits. He's a whirlwind at the game. Studer pitched the first part of the game for Didsbury and Keith was put in to finish and held the visitors down to very few hits. The score stood 7-2 in favor of Rimbey until the ninth inning when Didsbury made a phenomenal come-back and kept the bases hot until they had run up a score of eight against their opponents when Rimbey decided the game was lost for them and quit.

The Didsbury rooters went wild during the last inning and staid business men and demure women let themselves go in a wild orgy of hat waving and yelling, and the noise made by the big crowd present could be heard to the farthest end of town.

Doe, Mulnas and Mr. Wales, traveller for the Ames-Holden Co., were the referees and their decisions met with general approval.

The Rimbey team is a fast, clean bunch of players and the championship is a long way from being decided yet. Home and home games have to be played, Didsbury going to Rimbey next Wednesday. If Rimbey wins that game there will be a play-off on neutral grounds.

Little Girl Meets Sudden Death

The community was shocked on Saturday when it learned of the fatal accident which occurred to little Helen Eum, three-year old daughter of Mrs. Fred Eum, three years east of town. The little baby had been brought to town by her young aunt who drove a wagon in to take home some goods. It seems that when driving down Shantz Avenue, the team became startled at something and while they did not run away when they reached the town pound their suddenly jumped to one side throwing both of the occupants out of the seat. The aunt, Miss Eum, escaped injury but the little one was thrown into the ditch directly in front of one hind wheel which ran over her head, breaking the skull. The little one was picked up and taken to the home of Mrs. Landrum where everything possible was done for her, Dr. Evans attending, but she

The Way to Save

It is the systematic regularity with which you make small deposits, rather than the occasional banking of a considerable amount, that steadily builds up a substantial financial backing.

Get the habit of definitely depositing. Three dollars saved every week, with interest at 3% compounded semi-annually, in five years will amount to \$841.02.

UNION BANK OF CANADA

Didsbury Branch A. E. Ryan, Manager
Carstairs Branch J. W. Gillman, Manager

Plymouth Twine

Use Good Twine and Save Time and Trouble

G. A. WRIGGLESWORTH, Phone 41
Didsbury

SOLE DEALER

AROUND THE TOWN

Miss Clarke, of Trochu is visiting with Mrs. J. Hager.

Messrs Cecil Studer and Fred Osmond returned on Tuesday after a weeks camping at Sylvan Lake.

Mrs. M. Taylor returned from a trip through the Crows Nest Pass last Friday.

If you don't think roofing can win a game, watch Didsbury.

Miss Laura Watt, who has been spending her holidays at her home here returned to Craigmoor on Thursday.

Because our linotype decided that it is Fair week and it should have a holiday our paper a little late in being issued this week and it is also somewhat lacking in news matter but we hope our readers will overlook this for once.

Mr. Duncan Marshall, formerly provincial Minister of Agriculture, of Olds was a visitor at the Fair on Wednesday and was very favorably impressed with the exhibition. He was especially pleased with the fine exhibits of cattle and horses.

Geordie Dobson, of Three Hills, who used to be one of our big boosters for the Fair in the earlier days, was a visitor at the Fair on Wednesday. This is the first time Mr. Dobson had been in Didsbury since before the big fire and he saw a great change both in the town and Fair.

BUSY TIME FOR J. P.

The following cases were brought up before Dr. A. J. Blahus, J. P. this week for trial.

O. Allen, of Olds was fined \$25 and costs on a charge of operating a motor vehicle while under the influence of liquor.

Thos. Burke was fined \$5 and costs for trailing horses over 20 miles without having obtained bill of sale or having brands read.

Successful Grade VIII Students

Grade VIII of the Didsbury Public School made almost a one hundred per cent pass at the Departmental exams, 17 out of 18 pupils passing. Mr. W. Mueller was the teacher of this successful Grade. Following are the names of the pupil who passed—Edith Thompson, Kathleen Osmond, Walter Herman, Harold Metzger, Roswell Gugin, Arthur Gugin, Ruby Hunsperger, Alene Schmelke, Helen Reed, Opal Hall, Emma Walder, Myrtle Brown Russell, Grace Hunsperger, Lucille Smith, Hazel Bricker, Ada Simon.

Sir Sam Hughes is Dead

Sir Sam Hughes the noted Canadian soldier and former Minister of Militia in the federal government died at his home at Lindsay, Ont., on Wednesday morning after a long and serious illness.

Sir Sam had a very remarkable career and was one of the well known Canadian public men, his great work at the commencement of the big war bringing him out before the world as a great organizer

Is Your Subscription to the Didsbury Pioneer paid up?

Government and Private Operation in Canada

An Analysis of Results Obtained On
The Two Large Railway Systems
In That Country, Under
State and Company
Control.

By J. L. PAYNE

(Formerly Controller of Statistics,
Department of Railways and Canals,
of Canada.)

(From Railway Age, Chicago.)

Since the special announcement of the deficit of \$70,000,000, the Canadian National Railways for the fiscal year 1920, there has naturally been a great deal of speculation and enquiry as to the underlying causes. That deficit was, of course, much larger than the figures given out. It omitted a very large volume of fixed charges. The only excuse for this omission was that some of these charges on the basis of standard accounting are not definitely known. They are readily ascertainable, but they have not been made up. That was the loose way in which state railway accounting was begun more than half a century ago, and it has never been thought worth while to make a change. There was no demand for the information anyway. Absolute indifference prevailed with respect to the whole matter.

A reversal of public sentiment has taken place within the past three months. The craving for authentic data is general and insistent. Thinking men all over the country are expressing deep concern in the matter of actual loss and the causes which have brought it about. Since the facts with regard to the deficit were presented in recent issues of Railway Age, there is no intention of repeating them now. It will be sufficient to bear in mind that the fixed charges attaching to \$2,300,000,000 of capital liability, added to the operating shortage, will probably produce a deficit of not less than \$140,000,000 for the current year. It need not be said that, inasmuch as this loss falls wholly on the Dominion treasury, it is a serious matter to a country like Canada, with a population of 9,000,000 and a gross revenue of less than \$500,000,000.

Judgment by Comparison.

If a glance is taken of the map of Canada, it will be seen that three lines of railway run closely parallel to each other from Winnipeg to the Pacific Coast. One of these is the Canadian Pacific, the other two form parts of the Canadian National group. As units, the latter are the Canadian Northern and the Grand Trunk Pacific. The eye is scarcely able to follow the parallel through Ontario, Quebec, and the eastern provinces, but it nevertheless exists. That will be obvious when a statement of operating mileage by provinces is brought under the eye. The facts from west to east are as follows:

Canadian National	Pacific
British Columbia	1,201 1,816
Alberta	1,816 1,901
Saskatchewan	3,371 2,277
Manitoba	2,294 1,728
Ontario	3,129 3,286
Quebec	1,935 1,076
New Brunswick	765 524
Nova Scotia	375 576
14,877	13,694

One of the two explanations are necessary in relation to the foregoing table. It does not include the mileage of the Grand Trunk nor of a number of branch and subsidiary roads. The Prince Island Railway is also omitted. If these were all brought in the mileage of the Canadian National would rise to 22,590. But the Grand Trunk had not been officially taken over by June 30, 1919, which happens, for reasons not creditable to the new Dominion Bureau of Statistics, to be the last year for which the information is available on a basis permitting of direct comparisons. The units which will be with the Canadian Pacific are the Canadian Northern, the Grand Trunk Pacific, the National Transcontinental and the Intercolonial. They contribute to the mileage in the statement. If the omitted mileage and the operating results therefrom were brought in they would merely serve to make matters worse. It will be observed that these roads have closely corresponding mileages

in the various provinces. They tap in about the same measure the great wheat growing areas of the west, and meet on an equal footing on the industrial centres of Ontario and Quebec. They run through the Maritime Provinces practically side by side. Therefore, it would be difficult to find any good ground for objection to the comparisons which will be made. Yet these two systems had operating results far apart in 1919. The Canadian Pacific has a net corporate income of \$36,977,263, and the Canadian National units had a deficit of \$10,650,222. This deficit, in accordance with the reprehensible practices of many years, left out of the reckoning an immense amount of fixed charges.

The object immediately in view is to look carefully at the various aspects of operating results and to see if any reason for this adverse showing by the Canadian National group can be identified. If, for example it were proposed to subject the system to searching examination, what tests would be applied by a skilled railway accountant, or a train railway operator, to locate the weak spots? Either of these investigators would certainly probe beneath the surface in a perfectly proper effort to ascertain why in the case of two great railways, operating side by side, one should be strong and prosperous and the other weak and insolvent. Having located the trouble centres, he would next seek to know whether or not the adverse results arising therefrom might have been modified if not wholly prevented.

Where the Losses Came In.

The four units of the Canadian National here under view, and the Canadian Pacific, had the following operating results in 1919:

	Canadian National	Canadian Pacific
Gross earnings	\$ 98,173,827	\$162,846,470
Operating expenses	104,032,753	130,416,993
Tons hauled	25,754,622	28,894,741
Passengers carried	10,551,131	14,542,282
Earnings per ton	6.263	11.900
Expenses per ton	6.993	9.524
Earnings per train mile	3.010	4.104
Expenses per train mile	3.361	3.307
Operating ratio	111.6	80.1

Certain points of dissimilarity will here be observed in contrast with other points of great similarity. The tonnage of freight was almost identical; yet gross earnings and earnings per mile of line, as well as per train mile, were far apart. In this relation three facts should be candidly stated. Because they are advantageous to the Canadian Pacific. First, the Canadian Pacific had average ton mile receipts of 963 as compared with 892 by the Canadian National. This was due to the higher proportion of first class freight. Second, the Canadian Pacific had larger average haul; and third, the Canadian Pacific had a higher traffic density.

With these more or less basic facts in mind, it is now important to apply analytical methods to some of the details which spring therefrom. In the operating ratio we have at once a strong clue to the field in which weakness or faulty administration is likely to be found, and let it be said at once, we shall be rewarded by several rather startling discoveries as we proceed. For this inquiry the years 1917 and 1919 are selected, for good and definite reasons. In the former year the Canadian Northern and the Grand Trunk Pacific representing the great western section of the Canadian National, were in corporate hands. In the latter they had been for a full year and more under government control. That fact at once suggests the pertinent question as to what were the general results of the change. Were better results brought about? Was administration strengthened or weakened? Let the facts give the answers.

Excessive Transportation Expenses.

Since all the operations of a railway find their focus in the running of trains, the cost of transportation becomes fundamental. In this instance we shall be just to the Canadian National units in comparing them with the Canadian Pacific. We must first, however, find a satisfactory gauge. For that purpose ton miles and passenger miles are combined, and taken as a standard which will not be questioned. Ton and passenger miles represent not only the full service of railways, but the lowest unit of measurement obtainable. They place the roads in comparison on an absolutely common footing. The cost of transportation per mile will get us at once to the very core of operating conditions and, by comparison with a strong road, tell us whether or not there is weakness in that vital centre. Here are the facts as to transportation expenses, or ton and passenger mile.

	1917	1919
Canadian Northern	378.4	337.9
G. T. Pacific	368.8	302.1
Transcontinental	446.6	502.0
Intercolonial	362.9	402.1
Average	382.5	370.1

This result was 38.5 per cent. below the average trainload of the Canadian Pacific in 1917 and 41.1 per cent. in 1919. It might be assumed that the striking difference was due to unfavorable grades on the government roads, but it would be a mistake. The Canadian Pacific is at a marked disadvantage in that regard. It has always been the boast of the Canadian Northern that its 4 per cent. controlling grade was the best of any road of similar length in North America; yet the Canadian Northern had an average trainload of 388.4 tons in 1917 and fell to 337.9 in 1919. That must be compared with 529.8 and 522.1 on the Canadian Pacific.

The lighter trainload of the Canadian Pacific is due to fewer cars hauled. In 1917 the number was 17.2, but in 1919 this had decreased to 15.6. On the other hand, the Canadian Pacific had an average of 22.6 in 1917 and 22.2 in 1919.

Wages and Employees Compared.

It was during the year ended June 30, 1919, that the McAdoo award began to make its pernicious influence felt among the railways of North America, and it would seem to be perfectly fair to compare the way in which this difficulty was met by the Canadian National and the Canadian Pacific. Two tests have been applied, and the results are rather significant. The first deals with the volume of wages per ton and passenger mile combined. The showing is as follows:

	1917	1919
Can. Northern	389 819	110.5
G. T. Pacific	543 1,100	102.6
Transcontinental	418 622	48.8
Intercolonial	445 782	75.7
Average	415 798	94.7

These figures must be contrasted with averages of 344 and 625 by the Canadian Pacific. Incidentally, this test reveals the extent to which the swollen payroll effected operating cost of all railways in Canada up to 1919. But while the Canadian Pacific was able to keep the increase down to 78.8 per cent, the Canadian National, dealing with precisely the same conditions as to scale and classification, had an addition of 94.7 per cent.

The second test related to the combined tons and passenger miles per employee. As to number of employees, the Canadian Pacific held its own in 1917 and 1919, met a decline of 21.8 per cent. in ton and passenger miles by cutting down the operating staff by 21 per cent. The Canadian National, on the other hand, had a drop of 9.1 per cent. in the same mileage yet added to the number of employees by 21.8 on the other hand, had a drop of 9.1 per cent. and passenger miles by employees, was the following performance:

	1917	1919
Canadian Northern	285,908 154,399	183,786 133,563
Transcontinental	217,938 181,940	178,649 167,831
Average	212,547 159,962	

The Canadian Pacific had, per employee, an average of 261,713 ton passenger miles in 1917 and 208,331 in 1919. The decrease in the case of the government roads was equal to 24.8 per cent. in the case of the Canadian Pacific 20.3. The contrast by employees is obvious. The broad question of operating policy, as well as the further consideration of morale, are involved to repeat the tests.

It should not be necessary to repeat that the standard of the appraisal here employed is absolutely just. Ton and passenger miles express quite directly the service which each railway is called upon to give, and it is therefore fair to measure both financial and operating results by that comprehensive gauge. We have seen how the two systems here contrasted stand up under the analysis made, and while many other deductions are plainly and pertinently suggested I have no disposition to deal with them. My purpose has been to present the facts and allow them to tell their own story.

Minard's Liniment for sale everywhere

By all other tests, without exception, the system gave a poorer performance in 1919 than in 1917. The trainload of the various units was as follows:

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Minard's Liniment for sale everywhere

CASTORIA

For Infants and Children
In Use For Over 30 Years

Always bears
the Signature of
Dr. H. H. H. H.

as to how the various units composing the Canadian National performed in 1917 and 1919.

The Results In 1920.

The facts for the fiscal year 1920 cannot be presented in comparative form for two reasons in chief. First, the essential factor of loaded car mileage is lacking; second, the year to which the figures recently presented to parliament relate ended December 31st instead of June 30. Some general comparisons, however, can be made, subject to the qualifications as to the difference in years.

The operating ratio in 1920 to 124.01 and the operating deficit to \$36,842,970. This should be compared with a ratio of 81.39 by the Canadian Pacific and a net operating revenue of \$33,153,045.

Operating expenses per ton and passenger mile combined were equal to 1.567 cents on the Canadian National and 1.179 on the Canadian Pacific. Without making allowance for the difference in the years, it may be said that these results showed a worsening by 25.1 per cent. over 1919 on the government system, as compared with an increase of 14.8 per cent. on the corporate road. An important, but quite unavoidable qualification in these and succeeding results is that they are based on figures from the Grand Trunk Pacific. Data as to mileage for that road are lacking, which prevents their being brought in. The effect would, however, quite definitely be to aggravate the situation as indicated by the other units, for the Grand Trunk Pacific in 1920 made much the worst showing in its history.

Measuring transportation expenses by ton and passenger miles in 1920 the result gives 774 per cent for the Canadian National and 556 for the Canadian Pacific. In this particular test the showing of the government roads was worse by 23.6 per cent. in 1920 over 1919, as compared with an increase of 10.5 per cent. by the Canadian Pacific.

In short, if a full and accurate comparison could be made as between operating results on the Canadian National lines in 1917 and in 1920 it would unquestionably show not only a serious aggravation of all the conditions, but a much greater increase in the adverse showings that was experienced by the Canadian Pacific. The point which should be given proper emphasis is that, while the Canadian National system is financially weak, operating results have been made worse year by year by unskilled, wasteful and incompetent administration. There cannot possibly be any doubt of that, and it has a vital bearing on the exceedingly pressing Canadian railway problem at this moment.

LIFE WAS A MISERY TO HER

Says this Woman Until Relieved by Lydia E. Pinkham's Vegetable Compound.

Owen Sound, Ont.—"I suffered for ten years with female organic trouble, neuralgia and indigestion and was weak and had such bad pain I could hardly get on my feet at times. When I had a pain I would weep. I would have to go and lie down. I could sleep at night, and would wander around the house half the time. I tried everything but nothing did me any good, and the last doctor I had told me to give up and not expect me to be on my feet again or able to do a day's work. One day one of your little books was left on my door and my husband said I should try a bottle of Lydia E. Pinkham's Vegetable Compound. I then did so and was cured, and I am now well and strong. I think there is no remedy like the Vegetable Compound for anyone who has any trouble, and have recommended it to my neighbors. You can publish my letter for the benefit of those I can't reach."

—MRS. HENRY A. MITCHELL, 1767 7th Ave., East, Owen Sound, Ont.

If you have any condition of the kind you would like to know write to the Lydia E. Pinkham Medicine Co., Lynn, Mass. For helpful advice given free of charge.

The Didsbury Pioneer

Member of the Canadian Weekly Newspapers' Association.

H. R. Osmond, Editor & Prop.
F. H. Osmond, Asst. EditorSubscription: \$2.00 per year
U. S. Points: \$2.50 per year

Wednesday, August 24th, 1921.

THE KEEPING OF POULTRY

If resident in either town or country and you wish to know how best to keep poultry and secure the most satisfactory results, consult a pamphlet treating of the subject prepared by the Dominion Poultry Husbandman, F. C. Elford, and recently issued by the Department of Agriculture at Ottawa. The pamphlet can be had free on application to the Publication Branch. It tells of how poultry can be made to pay, how the birds should be housed and fed, how they should be treated in winter and summer, how to commence keeping in a small way, the equipment that is desirable, how to choose a breed, how to hatch and rear, and how to butcher, keep and market the eggs. In short all the essentials to success in poultry keeping for home consumption or selling are clearly and explicitly explained. In the term poultry are included turkeys, geese, ducks, guinea fowls and pigeons, the raising and care of which are fully discussed. Numerous illustrations of types of birds, and of methods of housing and feeding contribute to make the pamphlet an invaluable compendium on poultry keeping and marketing.

In December this year the National Red Cross will issue a magazine which will be sent to every Red Cross member in Canada. It will contain interesting articles from all the provinces, among them: "Health Centres", "Red Cross Co-operation for Medical Inspection of Schools", "Child Welfare", "Public Health Nurses", "Red Cross in Health Work", "Nursing Outposts", "Red Cross and the Farmer", "Problems of the Partially Disabled", "Red Cross Workshops", "Red Cross work at Ports of Canada."

NOTICE--DANCE

A dance will be held in Harmon hall on

FRIDAY, SEPTEMBER 9th

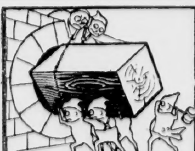
Three-piece Orchestra.
Everybody welcome.**TENDERS WANTED**

Tenders wanted for painting of Burnside School. Paint supplied. Apply W. D. G. Reid, Secretary, Treasurer R. R. No. 2, Didsbury. Lowest or any tender not necessarily accepted.

W. D. G. Reid, Sec'y. Treas.
R. R. 2, Didsbury.**LOST**—One pinto brood mare and one gray 3 year old colt, two bay two year olds. All branded. B on right thigh. HAEGER BROS., Elkton P.O. if

All horses branded on right hip are the property of WM. H. DAVIES, S. E. Didsbury. Qr. Sec. 4 32 4, W. 9, Didsbury.

Life

**A SQUARE PEG in a Round Hole**

You may be alright, but if you are in the wrong position you are like a square peg in a round hole. You want a position where you fit.

This paper is read by intelligent business men, and a Want Ad. in our classified columns will reach them.

GOING HOME

A white man took his negro servant to an unoccupied house on the plantation and finding the gas cut off, told him to wait until he went back to the house for a light. When he returned the negro was gone, and for two days no trace of him could be found. On the third day Washington returned, his clothes all torn to pieces. He was mad from head to heel.

"Why, Washington," asked his employer, "Where in the world have you been since I left you at the old house there?"

"Well, you see Marse John, when you went away for dat light, ah sat down in de cheer, confable like, and ah put my feet up on de table and ah filled my pipe, and took a drink out ob de bottle. Ah' just dat minit de do' opened s.t.I.I.I like de hinges was greased, and in walk a big cat, sah, all uv six feet high and hah eyes was big as saucers, and dey shined like brass; and she hop dahself upon de table and wrap hah tail across hah bree and sex "Good e.v.e.n. in g" dey ain't nobody heah but yo' and me."

"Ah' I sez: 'cause me, ef yo' wait jes a minit dey won't be nobody heah but yo', and I went through dat win. dow an' lit on mah feet, and riz run, an' ah kept on a runnin'. And ah run on through de tinbah. Den a rabbit ran out and run down de path ahead ob me; and ah kicked dat rabbit out ob de way and ah say: 'Git out ob de way fo' a man what

kin run.' Yes sah, dat's what ah did, kin run.' Yes sah, dat's what ah did."

"Ah' ah kept on a runnin' an' way obah on de fah cornah ob de plantat. You ah stoit and lean up agin dat big oak tree to rest'. Ah' ah look aroun' an' fust thing yo' know dere come a little man about two feet high and he tuk off his band and put it undeh his arm and sez "Dat was a fine run what yo' ait made ole man," and sez, "Good Lawd, jes watch me now, an', Marse John, lee jest gettin' back."

To Know What Comfort Means

—let us test your eyes and fit you with glasses that will give you real eye-comfort. We are skilled optometrists. No matter what your eye is we can fit you with the proper glasses. Don't neglect your eyes.

M. M. Mecklenburg OPTOMETRIST

Will be at the Rosebud Hotel, Thursday & Friday, September 29th & 30th.

Blackberry Season still on. Price \$2.50
Those lovely Pond's Seedling Plums and Silver Prunes will be ready about Sept. 1st. Place your order now and save disappointment.
Price \$1.50

Some Sweet Corn 30¢ a dozen. A limited quantity of Ripe Tomatoes at \$1.00 a peach box. Cucumbers at \$1.25.

O. W. Hembling

Pinehurst Ranch,

R. R. 1, Vernon, B. C.

A Source of Power

The steam and gasoline engines represent the most powerful and steady source of power that we have today. The steam or gasoline is concentrated in a confined space which gives it this power. Do you ever consider this in regard to advertising?

The power that is contained in space occupied by an ad. in the Pioneer has a pulling power that is expended on hundreds of readers that you cannot begin to reach by word of mouth which is like the old way of pulling a wagon by oxen or getting power from the old fashioned water-wheel.

Moral—Advertise in

The Didsbury Pioneer**NOTICE**To Alexander Bousk
Elkton, Alberta.

TAKE NOTICE that pursuant to Section 34 of the Mechanics' Lien Act the undersigned will sell by Public Auction on behalf of Stevens Service Shop at 2 p. m. Saturday the 24th day of August 1921, in the town of Didsbury, Co. Prov. car No. C 116539, Engine No. C 15632, belonging to you to recover a bill for labor and owing against said car.

Dated at Didsbury, in the Province

of Alberta, this 2nd day of August, A. D. 1921.

J. W. Phillips, Auctioneer.

If you have a little money to spare what about paying your Subscription to the Pioneer? We need money too.

Wanted and For Sale Ads.

One insertion 50c; two or more insertions 35c each.

WANTED—Good dairy farm with, or without stock and implements. Must be absolutely reasonable to satisfy purchaser and pass Soldier Settlement Board for all cash. Ad. ply Didsbury Pioneer. 2632

FOR SALE—Dill Pickling Cucumbers in 50 lb. crates. Price 42.00 F. O. B. CHILLIWACK B. C. Write W. N. White, Chilliwack B. C. 4p32

FOR SALE—Moonraker heater, used one winter, in good condition. Price \$15. Apply to Didsbury Cash Grocery. 2633

FOR SALE—Two second hand ft.

FOR SALE—Mazzy Harris, ft. binder, mower and rake, good as new. Apply R. Oliver, Didsbury. 2632

FOR SALE—Quarter section hay on northwest quarter of 24.31.27, W. 4. Apply D. L. Milne, care of Matt Saunders R. R. 2 Didsbury.

FOR SALE OR RENT—Farm 64. 24.31.3.5. Apply L. W. Dennis, c/o Goodyear Tire and Rubber Co. Ed. monton Alta. 1623

We Are Selling Cheaper Mileage

You may get extraordinary mileage out of any one tire—but that's not the way to figure mileage.

Get the average of mileage given by a pair of tires or a set—and you will get nearer to the actual cost of mileage to be charged to the upkeep of your car.

It's just because we've taken the trouble to figure values that way, that we recommend Ames Holden "Auto-Shoes."

We know they are giving real mileage over the worst roads in the country and their "average" performance leaves no doubt in our minds that Ames Holden "Auto-Shoes" will give you the cheapest mileage you can buy. And they are guaranteed without time or mileage limits. Drop in and let us show you and tell you about

AMES HOLDEN "AUTO-SHOES"

Cord and Fabric Tires in all Standard Sizes

Stevens Service Shop

Phone 15 Didsbury

**Lumber News**

Is interesting reading if you're about to build. Note our claims about lumber and you'll find we always "make good."

Spring Building

Will be lively. We know from orders already booked. Get in the swing and buy your lumber from us at new greatly reduced prices. Just as well to have an A1 article when it comes no higher, isn't it?

ATLAS LUMBER CO.T. THOMPSON, Manager
Phone 125 Didsbury

Warning For Irish Extremists Who Oppose Great Britain's Offer

London.—London newspapers even those that have most warmly supported Irish aspirations view with considerable regret the statements made by Eamonn de Valera at the recent meeting of the Irish republican parliament. There was however reluctance to regard his speech as expressing Ireland's last word and some editors declared confidently that if the issue was placed before the Irish people the British terms of settlement would be accepted. Assertions were made on the strength of Dublin advice that the Irish having tasted peace since the establishment of the truce would never consent to a return to hostilities and that indeed few Irishmen believed there was any probability of a resumption of warfare.

The Daily Mail said the Catholic clergy of Ireland were using their utmost influence in favor of acceptance and it expressed belief that the "vast proportion" of the members of the Dail Eireann were determined to accept the British terms.

The London Times took occasion to warn the extremists who opposed acceptance that Great Britain's mind is finally made up and nothing can shake its determination not to yield upon the cardinal point upon the maintenance of a union between Great Britain and Ireland.

Considerable prominence was given extracts from editorial articles in United States newspapers most of them earnestly advising the Irish not to reject the Government's offer. The Daily Telegraph commenting upon these editorial said:

"Americans are deeply impressed with the dramatic tone of the British Government in the pursuit of peace. They perceive if some Irishmen do not, what an immense moral sacrifice the Government has made rather than see the ruin of Ireland consummated, and they that some yielding should be apparent on the other side."

Italy Wants Trade With South Russia

Russian Delegates Must Abstain From Propaganda Attempt.

Rome.—Negotiations for an economic agreement with the Russian Soviet delegation here, the Messagero says, have almost been completed. The agreement, which is being signed in the near future, contains four points, the new paper asserts, as follows:

1. A mutual undertaking to open negotiations immediately for an economic agreement of the widest kind between the two nations.

2. Russia is to afford Italy the same facilities and advantages as those granted other countries.

3. Russia is to give equitable consideration to Italian claims for credits with regard to Russia.

4. An undertaking by the Soviet Government that its delegates in Italy will abstain from any attempt at propaganda in the kingdom.

Kill Two In Collision

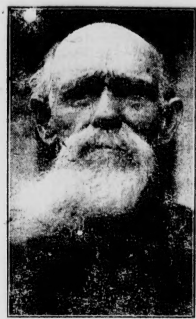
Driver of Gasoline Speeder Dies of Injuries.

Edmonton, Alta.—Two men are dead and two others are suffering from injuries received when a gasoline speeder and a handcar collided near the Edmonton, Duvvigan and British Columbia Railway yards here. Sam Kudoh, who was alone on the handcar, and Thomas Kalper, driver of the speeder, died of injuries. William Irwin, local president of the G.W.V.A., and Steve Pellow, of Fedora, Alta., are injured men.

Canada Represented at Geneva. Ottawa.—Right Hon. C. J. Doherty, minister of Justice, and Sir George H. Perley, Canadian high commissioner in London, will represent Canada at the meetings of the League of Nations in Geneva. They sailed on the Empress of Britain, Aug. 20.

It is considered likely that Hon. Hugh Guthrie, minister of militia, will be acting minister of justice during the absence of Mr. Doherty.

WESTERN EDITORS



J. R. Lowe, Publisher of The Outlook, Charlton, Sask.

Unemployment Insurance

Vancouver.—Unemployment insurance in the future was forecasted by Hon. J. W. de B. Parris, attorney-general, at a meeting here between the Government representatives of workers generally and returned soldiers. Some insurance system, he said, was bound to develop in Canada because of the experience the country is now passing through.

Streams High In North

Travellers Use Canoe Over Former Dry Land.

Prince Albert, Sask.—J. J. Barker, district manager for the Hudson's Bay Company here, who has returned from a three thousand mile trip through the northern area, states that the waters of the Churchill and other northern streams are so high that his party was able to cross Frog Harbour, the height of land which separates the Churchill River from Burnt Woody or Woody Lake by canoe. Historical legend says that forty years ago this isthmus was a strait but since that time has acted as a water shield. On the Churchill River, the waters were so high as to have completely obscured the rapids. Everywhere the natives were found in good health with excellent prospects for a good catch of fur. Fox and lynx appeared to be on the increase.

Good Crops At Saskatoon

Forty and Forty-Five Bushels to the Acre Will Be Common.

Saskatoon.—About forty per cent. of the wheat in the Saskatoon district has been coming in with excellent weather prevailing. In this district crops of forty and forty-five bushels to the acre will be common, while the general average will probably exceed 25 bushels. The northern districts of the province and the country east of Saskatoon will return similar yields. West of Saskatoon the crop is somewhat spotty but many of the farmers report an estimated yield of 35 or upward.

The Early Harvest.

Brandon.—Harvest operations in this district are nearly two weeks earlier than last year. The first wheat was brought in to a local mill August 24, 1920, while this year the first wheat was brought to the mill August 12. Most of the wheat cutting is finished and a good quantity of threshing has been done. Some coarse grains have also been cut.

Every dollar spent in your home town is a boost for the community.

Says That British Coal Strike Leaders Lacked In Vision

Send Loyal Message

Halifax, N.S.—"The Acadian people assembled in solemn national congress with representatives from all parts of Canada, beg you to convey to His Majesty, King George V., their sentiments of loyalty to him and their appreciation of your appointment as Viceroy to his greatest commonwealth." This message was accepted at Church Point by an assembly of over 2,000 Acadians, and was sent to Baron Byng, governor-general of Canada.

British Living

Costs Have Increased

Farm Produce Is Very High Owing To Drought.

London.—The Labor Gazette indicates that the cost of living in England, based on comparisons of the figures of last month with those of other months and other years is on the upgrade. There was an average level of 122 per cent. above pre-war prices during July. In June, the average was 119 above pre-war prices. The increase is due chiefly to increased cost of farm produce consequent upon the drought. Rents have increased in conformity with the Rents Acts. The prices of meat and clothing have generally decreased.

Seamen Sent To Prison

Men of Canadian Merchant Marine Refused to Obey Commands.

Vancouver.—Seven seamen arrested on charges of refusing to obey commands on the Canadian Merchant Marine steamship Canadian Observer, have been sentenced to six weeks imprisonment. The men in their defence claimed that the ship was in such a filthy condition and the food so poor that they did not wish to continue on the vessel and demanded their discharge.

Man Killed In Thresher.

Winnipeg.—While endeavoring to replace the belt on a threshing machine, Mike Wok, 27, reeve of the municipality of Rich River, on the Greater Winnipeg Water-shed, was instantly killed when his arm caught in the belt and his body was hurled around the pulley.

Reduce Pay of British Workers.

London.—It is officially announced by the Ministry of Labor that during July the wages of 3,600,000 workers were reduced, while about 5,000 received increases, making a net reduction in full time wages of about £1,670,000 net weekly.

London.—Herbert Smith, acting president of the Miner's Federation, said some frank things at the annual meeting of the federation at Llandudno, concerning the blunders made in the recent coal strike.

Citing to the economic position of the coal trade during the war, he said, "the sense of the power and importance developed in the minds of workmen had not been altogether healthy, and gave many men an exaggerated opinion of their power."

Alluding to the Government's sudden decontrol of the mining industry, Mr. Smith said this action made it virtually impossible to proceed with the negotiations then under way for an equitable distribution of wages and profits. The Government, for this act, if no other, said Mr. Smith, should cease to hold office.

"The federation leaders, however," continued Mr. Smith, "lacked vision and enterprise in their subsequent action. It was a wrong policy for the districts not to have concentrated on the wage question upon which they had public support. It was a wrong decision to fight the pool issue. The withdrawal of 'safety men' from the mines was another mistake and the consequences are now seen in the breakdown of many mines."

Alluding to aspersions upon the loyalty of federation officials, Mr. Smith said they were too loyal to the so-called majority rule; too loyal to their colleagues while exalting their convictions and better judgment by the usual narrow majority vote.

Passing of Peter of Serbia

Former King of Serbia and Idol of Country Dies.

Belgrade, Jugoslavia.—Former King Peter of Serbia is dead. He was 76 years old, white haired, deaf, ill from the infirmities of age and suffering from the wounds of three or more wars, relinquished the cares of state in 1910 when his second son, Crown Prince Alexander, succeeded him and became the ruler of the new state of Jugoslavia. He then declared:

"My beloved Serbia is now free and its future, I believe, will be a great one. My work is over. I desire only the confirmed affection and devotion of my dear people, and, finally, a grave on Serbian soil."

Canada Will

Represent Dominions

Other Premiers Not Able to go to Washington.

London.—Premier Massey of New Zealand, in an interview here, states that he fears that it will be impracticable under any circumstances for him to attend the disarmament conference at Washington owing to the necessity of him attending the forthcoming session of the New Zealand Parliament. He believes Premier Smuts of South Africa and Premier Hughes of Australia are similarly situated, and it is therefore probable that Canada will be the only one of the overseas Dominions which could conveniently send a representative to Washington next November.

Premier Massey added he was fully confident the British delegation would adequately represent the interests of all the overseas Dominions.

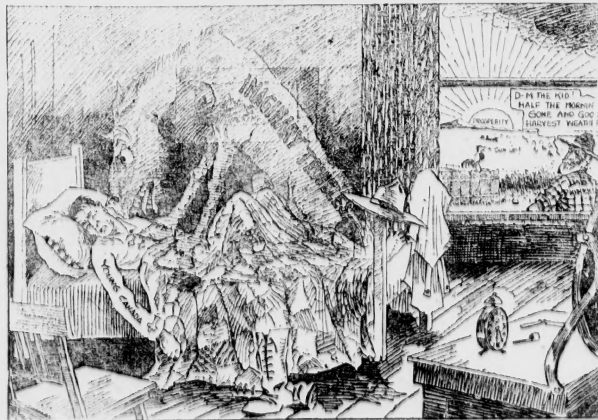
Aviators In Demand

Are Offered Big Wages to Serve With Moorish Army.

Tangier, Morocco.—European aviators with experience in the late war, according to advices received here, are being offered 45,000 francs monthly to serve with the Moorish army in the Melilla region.

These advices say that 100,000,000 pesetas is considered a low estimate of the losses to Spanish, Allied and neutral firms through the devastation caused by the fighting around Melilla.

Sleeping In!



WHEN HE WAKES UP AND GOES TO WORK HE'LL LAUGH AT THE NIGHTMARE

W. S. DURRER

Undertaker and
Embalmer

Up-to-date Automobile Hearse
Day or Night calls promptly
attended to.
PHONE 140.

DIDSBURY - ALTA.

Watchmaker and Jeweller

Complete line of Rings,
Jewelry, Silverware and
Clocks.

George Cumming, Olds
Issuer of marriage licenses

Mrs. Ambler and children of Cochran are visiting for a few days with Mrs. W. Newton.

The yearly fall auction sale of dairy cattle, sheep and swine will take place at the Exhibition grounds, Calgary, on October 25th, 26th and 27th this year.

J.W. PHILLIPSON Auctioneer

FOR DATES

See W. G. LIESEMER
or Myself.

W. G. LIESEMER
Clerk

Phone 111
DIDSBURY - ALBERTA

AROUND THE TOWN

Mrs. R. Wilson, from Calgary is visiting Mr. and Mrs. C. Wilson.

Mr. H. Brubacher is spending his holidays at Sedgewick.

Miss Elizabeth Carter is visiting her sister Mrs. C. Mortimer.

Mrs. Knudsvig and Mr. and Mrs. Ofrim from Camrose are visiting Mr. and Mrs. Mjolness.

Mrs. P. R. Reed and family returned home on Monday, after a delightful vacation at Sylvan Lake.

Mrs. W. O. Zimmerman and little daughter, returned home from Calgary on Tuesday after spending a few days there.

Mr. and Mrs. R. Crossland returned home on Sunday evening after spending a very enjoyable vacation at Sylvan Lake.

A boy 15 years old in the tenth grade at school wishes work of some kind outside of school hours in return for his board and room. Apply Didsbury Pioneer, or phone 708.

The subject of the sermon in the Evangelical Church on Sunday evening August 28th, will be "Unclean Lips." Everybody welcome, regular service 3 p. m.

The A. O. B. Club of Carstairs is holding a dance on Friday evening 2nd September. Music will be provided by Walton's Orchestra of Calgary. The people of Didsbury and district are given a cordial welcome.

Mr. Ervin B. Hunsperger came up from Cornwallis Ore., on Saturday for a few weeks visit and to dispose of his property, either sell or rent in the Westcott district. Mr. Hunsperger states that he is having a very successful season, crops were all good and harvest has been completed. He had the misfortune to break his leg about a year ago and is still very lame from the accident.

Mr. Lucy of St. Louis an old Chautauqua headliner is coming here on or about October 4th to give an evening's entertainment under the auspices of the Didsbury Athletic Association. Mr. Lucy is a humorist of the first grade and his appearance here will be looked forward to with pleasure.

Manager Farrington of the Opera House announces that he is going to open the house four nights each week instead of two. He has arranged for a splendid picture for Friday and Saturday nights entitled "Greatest Love" in which Vera Gordon, the actress who plays the part of the mother so successfully in "Humoresque", takes the leading part. Everybody should see this picture it is clean and well played.

Dr. and Mrs. George of Red Deer were callers at our office on Tuesday. The Doctor who is one of Alberta's real oldtimers and a friend of ours was on his way home from the Convention and stopped off here for a few hours and he was much surprised at the great change that has taken place in Didsbury during the last few years. He is a great collector of natural curiosities and antique objects, his private museum at Red Deer containing thousands of

specimens which he has collected himself.

BORN—At the Didsbury General Hospital on August 10th, 1921, to Mr. and Mrs. W. J. Novakus, a son, Eugene William.

BORN—At the Didsbury General Hospital on August 20th, 1921, to Mr. and Mrs. Ivan Wilson, a son.

MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General, Ottawa, will be received at Ottawa until noon, on Friday, the 23rd day of September, 1921, for the conveyance of His Majesty's Mail, on a proposed contract for four years, three times per week on the route, Didsbury Rural Route No. 1 from the 1st of January 1922 next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Didsbury, Westcott, Elkton and at the office of the Post Office Inspector, Calgary.

Post Office Inspector's Office, Calgary August 10th, 1921.

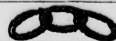
D. A. Bruce, Post Office Inspector.



YEARS AGO people used to make themselves heard by shouting from the house tops. If you tried that to-day you would probably have to appear before a commissioner in insanity. NOW-A-DAYS the business man uses our Want Ads.



King Hiram Lodge No. 21, A.F.A.M. Meets every Tuesday evening on or before full moon. All visiting brethren welcome.
W. G. Evans, W. M.
A. Fisher, Secretary.



DIDSBURY LODGE No. 15, I.O.O.F. Meets in Odd Fellows Hall, Didsbury, every Thursday evening at 8 o'clock sharp. Visiting Odd Fellows always welcome.
A. W. Axtell, N. G.
S. HARDY, Secretary.

DR. W. MACL. DUNCAN, D. D. S.
Dental Surgeon

Graduate Chicago College of Dental Surgery.
Office in new Opera House Block.
Business Phone 120
Didsbury, - - - Alberta

DR. W. G. EVANS, M. D.
Physician, Surgeon

Graduate of Toronto University.
Office in New Opera House Block.
Residence Phone 50 Office Phone 120
Didsbury, - - - Alberta

DR. A. J. MALMAS,
Veterinary Surgeon

Graduate of the Ontario Veterinary College.
Obstetrics, Surgery and Animal Dentistry a Specialty.
Calls answered day or night
Phone 143
Residence King Edward St., Didsbury

J. L. CLARKE, M. D., L. M. C. C. O.
Physician & Surgeon
Graduate of Manitoba University

Late senior house surgeon of St. Michael's Hospital, Newark, N. J.
Office and residence one block west of Union Bank.
Phone 128
Didsbury, - - - Alberta

FREEMAN & AUSTIN
Barristers, Solicitors,
Notaries Public and Conveyancers
Marriage Licenses Issued
LOANS

Solicitors for
Union Bank of Canada,
Royal Bank of Canada,
Western Mutual Fire Ins. Co.,
Town of Didsbury.
Didsbury, - - - Alberta

YOU CAN SAVE MONEY ON NEXT WINTERS COAL ---IF YOU BUY NOW.

With the price of coal at the mines at the lowest point for the year and a special low freight rate you can buy coal now at very attractive prices.

AND GET THE BEST COAL TOO

Remember that when the fall rush begins the mines can't always take time to give the coal as careful preparation before shipping as they do now.

These special price and quality concessions are good only between now and August 31st.

Get in on these advantages NOW.

NORTH END LUMBER YARD, Ltd.

[For Service]

J. BENSON, Manager

TELEPHONE 122

DIDSBURY, - - - ALBERTA.

White Voile Over-Blouses

Embroidered Voile, lace trimmed, 36 to 40, special each \$4.50

Ladies' Serge and Silk Dresses

All-wool Botany Serge and Silk Messaline. Very tastefully embroidered and headed; 18 to 36; navy only; very special price each, \$14.95.

Boys Bloomers

Just received for school opening, Boy's Bloomer pants for ages 6 to 14 years; better than ever, \$1.95 pair.

Boy's Pure Wool Jerseys

Navy, red, brown and green trim, and solid maroon, roll collar; 6 years to 14; each \$2.25.

Solid Learher School Boots

Famous horsehide, boy's, 1 to 5 1-2, pair\$4.50
Girl's box calf, Blucher cut, 11 to 2, pair 3.75
Little Gent's, 8 to 10, horsehide, pair 3.00
Little Girl's, 8 to 10, horsehide, pair 3.00

If others have failed to give satisfaction—try us once, is all we ask.
WE SELL GOOD MERCHANDISE FOR LESS.

J. E. HUGET

P. O. Box 336 Phones: Shop 65, Res 118

DIDSBURY MEAT MARKET

LICENSED DEALERS IN HIDES

FRESH, CURED AND COOKED
MEATS

FRESH FISH WEEKLY

WANTED:—AT ONCE, a few hogs for the block.
Ranging from 140 lbs. to about 180 lbs.

CRESSMAN BROS.

Car Owners--Attention!

I have lately bought out the

VULCANIZING

Business of Mr. Talbot, at present located in Adshad's Garage. The plant will be moved this week to my new location, four doors north, and will be known as the

DIDSBURY VULCANIZING SHOP

A Full Line of First-Class Tires & Tubes

will be carried in stock as well as TIRE AND TUBE ACCESSORIES. I also offer motorists of this district repairs at REASONABLE RATES. Your repair work and new tire business is respectfully solicited. In connection with my new plant I will have a

FREE AIR SERVICE

which will be ready at all hours, day or night.

There are at present a number of tires and tubes which have been repaired some time and are waiting claimants. If one of yours happens to be here, try to call for it as soon as possible.

Come in, anyway, and let's get acquainted.

HAROLD R. AIKENHEAD
DIDSBURY VULCANIZING SHOP

Hay - Fever

SUMMER COLDS, ASTHMA,
spoil many a holiday.

RAZ - MAH

Positively stops these troubles: Sneezing, weeping, coughing, weeping eyes aren't necessary—unless you like being that way. \$1.00 at your druggist's, or write Templeton, Toronto for a free trial. A. A. BIERNES, Local Agent.